

The County Record.

VOL. XXXI.

KINGSTREE, SOUTH CAROLINA, THURSDAY, JULY 20, 1916.

NO. 20

VIOLENT STORM IN TOWN AND COUNTY.

THE GREATEST EVER KNOWN HERE--WIND AND RAIN TAKE VERY HEAVY TOLL.

The most destructive storm that has visited this State in many years struck Kingstree and vicinity in the form of a hurricane early Friday morning, uprooting trees or tearing them to pieces limb by limb, also breaking plate glass windows, tearing awnings into threads and destroying signs until every street in the town was strewn with debris and the force of the wind and rain made it almost impossible for strong men to venture out.

Practically all places of business remained closed during the day except the drug stores. Telephone and electric light wires were down in many places as a result of falling trees or branches and the town was in darkness Friday night.

Friday's hurricane was followed by a tremendous pour of rain which kept up almost without cessation from 6 o'clock p. m. Thursday until 7 a. m. Sunday, during which time nearly seventeen inches of rainfall was recorded by the Government gauge here, or to be exact, 16.77 inches. During the wind and rain storm of Thursday night until 7 a. m. Friday only 3.45 inches were recorded, while from Friday morning until 7 o'clock Saturday morning 12.60 inches had fallen. From Saturday's reading until Sunday morning the fall was only 0.72, making the above total of 16.77 inches of rainfall.

The flood which followed this downpour surpassed anything of its kind in the recollection of our oldest citizens. Black river rose to a height of 15 1/2 feet above normal, or 3 1/2 feet above flood stage. The river's highest previous record since the United States government weather bureau

was established here in January, 1894, was only 5 inches above flood tide, this being in September, 1895, when it rose to a height of 12.5 inches, washing away a part of the old wooden bridge at this place and the bridge several miles below known as the "lower bridge". These bridges are still intact, but the swamps are so full of water that the causeway beyond the iron bridge is flooded and travel cut off between Kingstree and Greelyville. On this side of the lower bridge the causeway in the swamp is flooded for some miles and traffic between Kingstree, Salters and Lanes is cut off.

The overflowing of the drainage canal that runs through town crossing Main street between the Williamsburg Live Stock Co's place and Vause's shop occurred before midnight, and the horses and mules had to be taken out of their stalls for safety. It was also seen at that time that the buildings occupied by Rodgers & Godwin, furniture dealers, W. N. Jacobs, T. M. Scott and M. H. Jacobs, grocers, on the opposite side of the street, were surrounded by water. Upon an inspection it was found that these store rooms were awash and that already much damage was being done to the stocks of merchandise. Mr. Godwin was notified at his home and came down but could do nothing towards saving his furniture. Mr. Scott was asleep in his store and when aroused jumped out of bed into water up to his knees. The Messrs Jacobs were on hand, as were also the people of the Farmers' Supply Co. and Williamsburg Hardware Co., but the water was rising rapidly in their stores and nothing could be done to check it or turn its course. It was steadily spreading eastward and westward, and very shortly the floor of the Nelson warehouse was two feet under water. Then the big, river-like flood began to swish around the corner of the new brick storehouse of John T. Nelson and by 7 o'clock Saturday morning the current had undermined the west corner of the front and carried it down, breaking one of the large plate glass windows as it went. The large cotton stor-

age warehouse, containing several thousand bales of cotton, was surrounded by water, but no damage was done to the cotton. Wooden bridges over the canal were washed away. The concrete bridge at Vause's shop was undermined and partly carried away, and for a time there was not an avenue of exit open to the public. The rural mail carriers could not make their trips Friday or Saturday on any of the routes except that between Kingstree and Fowler, carried by F. D. McConnell.

The last train to pass through Kingstree was No. 89 Friday night, from which time no mail was received here until 10:30 p. m. Monday, when a local train was run here from Florence.

RAILROADS BADLY DAMAGED.

The great volume of rushing water that had transformed the little drainage canal into a raging river and extended over its banks to the high land on the east and the roadbed of the A. C. L. track on the west made its way to the edge of the swamp, carrying every movable object in its path. At the swamp trees had blown down, a great quantity of lumber and debris collected and formed a sort of a dam, turning a large body of water against the roadbed with insufficient outlet. By midnight Friday the water had covered the track from a point south of the station and had carried away several hundred yards of roadbed to a depth of 15 feet in some places, leaving the track suspended in the water.

There were only two serious washouts between the depot and the bridge across Black river, but beyond that point and Lanes there were several bad places. Sunday morning a work train with a large force of hands and a pile driving machine got on the job and worked night and day until the track was put in order for temporary use, the first train from the south passing over the washouts Tuesday morning.

The work of getting the track in condition at this place for the passage of trains looked as if it would be a hard and tedious undertaking to the average person, but when W. A. McCullough, general roadmaster, got on the job with his big force the track was rapidly replaced, the chasms bridged and ready for trains in less than 36 hours.

Between Kingstree and Florence much damage was done to the A. C. L. tracks, and Mr. McCullough informed us that the company was suffering the greatest damage it had experienced in 30 years.

DAMAGE TO CROPS AND LIVESTOCK.

It is a question as to which of the elements has caused the greatest damage to crops—wind or water. Corn was badly stripped of its fodder and blown down, very little was broken off. Tobacco was whipped and bruised by the wind until it is in bad condition, to say the least. Some fields, of course, are in a worse condition than others, and the extent of the damage depends largely upon the handling and curing of the disabled crop. The crop is badly damaged; just how badly no one knows.

Cotton is thought by some to be seriously damaged while there are others who believe that with proper cultivation it may yet come out and make a fairly good yield. True, it has been severely whipped, bruised and wrent by the wind, but it is still young, and if the land drains sufficiently and rapidly enough for early cultivation it may not be so seriously injured in the end.

A large number of hogs and cattle have doubtless perished in the swamps by the rapid rise of water. It is impossible just now to estimate the number, but it is safe to say that the loss is heavy. Hundreds of chickens have also been drowned.

Gardens, at least in Kingstree, are gone. Tomatoes look as if they had been scalded with hot water, while

peas and lima beans have much the same appearance. Peas seem to have stood the onslaught of wind and rain better than any other vegetation.

THE STORM AT FLORENCE

Florence, July 14:—The tropical storm which so suddenly swept in on the Southeast Atlantic coast early last evening struck this section shortly before midnight last night and grew in intensity as the night passed until today it is sweeping the Pee Dee section with hurricane proportions. The wind was accompanied by torrential rains that did heavy damage to business houses and residences. The water was driven through the roofs and sides of the buildings and through every crevice, so that hundreds of buildings are soaked with water.

The streets of Florence are a mass of uprooted and broken trees and broken telegraph, electric and telephone wires and cables and many buildings are damaged from wind.

So far no person has been reported as being injured but the streets and roads are almost impassable from fallen trees and limbs, while many bridges have been washed away. The storm at 4 o'clock this afternoon had not abated in force or in rainfall with little prospect for an early letup. It will take almost a week to clear the streets of Florence from trees and rubbish caused by the storm.

The tropical storm reached Dillon last night and the rain and wind have lasted all day with unabated fury. Much damage to tobacco and corn crops is feared.

THE STORM AT LAKE CITY.

Lake City, July 18:—All thoughts and all conversations relate to and revolve about one subject, and that is the storm. Details as to the time, velocity of wind and rainfall would

be but details common to this entire country, and would not be news to the readers of The Record. It was, however, unquestionably the worst storm ever witnessed by any living person here. The wind was somewhat higher than in August, 1893, while the rainfall far exceeded anything ever before known here. Unofficial estimates, based upon the height of buckets, tubs, lard cans and garbage cans that were in the open, range from twelve to twenty-six inches. Be this as it may, we are sure of this, that no such amount of water was ever upon the ground as was here Saturday morning. It was over the Coast Line tracks all along the station and almost to Main street. In Aclene avenue in front of the Rowell store it was five feet deep. In the yard of Major S. M. Askins, which is within twenty feet of the exact center of the town, the water was about 16 inches. Some boys navigated a raft from the Coast Line station to beyond J. A. Green's residence on Thomas street. Several stores were flooded to the depth of as much as 20 inches in some cases, and goods were damaged. Flowers, Nesmith Co. and Joseph Khetter were the worst sufferers along that line. Hundreds of chickens were drowned all over the town and country. Hayden McKenzie had some hogs in a pen near Thomas street. The water rose so high that the hogs swam out over the top of the pen. These things are mentioned to give an idea of just how much water we had.

The trestle across Lynch's lake was undermined badly and the abutments washed out for several feet. The first train went over it Monday night. Every road bridge across this lake so far as learned was washed up. Of course practically all small bridges were carried away. There was no travel in any direction except a very few miles. Monday a party succeeded in reaching Lynchburg, where a few copies of the News and Courier, the first paper we had seen since Friday, were obtained.

The damage to the crops is enormous. The proportion of loss is estimated all the way from 25 to 75 per cent. A very significant fact is that the estimates are rising each day. The significance in this is that the extent of the damage is more and more clearly revealed each day. Today (Tuesday) since the sun has had an opportunity to demonstrate what heat on the water-soaked earth and plants would do for cotton and tobacco especially, the extent of the catastrophe is beginning to be realized. The truth seems to be that the amount of damage varies greatly, owing to the elevation of the land, exposure and other things not understood, and no man can possibly tell just how much this country has suffered. Peanuts and peppers seem

GREAT DAMAGE IN GEORGETOWN.

THE CITY ON THE SAMPIT HARD HIT BY THE RECENT FURIOUS WIND AND RAIN STORM.

For several days no word was heard here from Georgetown, and the general belief was that the town had suffered great damage. All communication with the outside world was cut off from Friday until a report was given out by Capt. J. H. Porter, of the Atlantic Coast Lumber Co's tug, on which he carried a party to Conway. Capt. Porter said:

During the storm the wharves and stores on the water front were flooded with water several feet deep, and the Seaboard Air Line railway's tracks were washed away around Georgetown for three or four miles.

The damage to the Atlantic Coast Lumber company's plant is estimated at \$50,000. The whole town presented a mass of wires and upturned trees and wrecked buildings. A number of tugs and craft were sunk, among them being the Palmetto yacht owned by E. W. Kaminski and a number of gasoline launches owned by J. E. McQuaid, of the Georgetown Canning factory. As many more craft were washed ashore.

The Winyah Lumber company's plant was practically a total loss. The smoke stacks of all the mills were blown away by the high wind. The power house was almost a total wreck and wires were blown helterskelter about the streets and wound about the trees. It will be many days before it can be repaired. The Scurry garage was demolished by a large tree falling on the building.

The high school building was unroofed and considerable damage wrought inside by the beating rains and terrific wind.

The crops in the county must be practically a total loss, judging from the gardens in the town. They were literally torn to shreds and leveled to the ground. The buildings on the island did not suffer correspondingly as those in town. No lives were lost.

least harmed. Conservative approximations place corn at 50 per cent, tobacco, 50 to 60 per cent, cotton, 25 to 35 per cent. All this may prove wrong, either up or down. As things appear today, this section is face to face with the most dismal future that ever confronted it. Following on the heels of 1914 and 1915, this third and greatest calamity is well nigh stunning.

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